

CVN-73's Answer to Working Aloft Safely

All personnel will adhere to these safety precautions when working aloft:

- Extreme personnel hazards exist on the mast, antenna platforms, and radar tower (e.g., electromagnetic radiation, electrical shock, radar-antenna rotation, and falls).
- In no case will the safety of personnel working aloft be compromised to increase the speed of repairs.
- Personnel shall not go aloft in rain or snow or if winds are expected to be more than 30 knots, unless an emergency exists. In these instances, permission must be granted by the commanding officer.
- All personnel shall keep clear of rotating and/or communications antennas. Do not touch ungrounded cables or structures.
- Personnel shall not lean or rest against safety railings. When work dictates that personnel rest their weight against a safety railing, they first shall secure their safety harness to some rigid structure, other than the safety rail or its stanchions.
- While working aloft, all tools, buckets, paint pots, brushes, etc., must be secured to lanyards, which are fastened to safety harnesses or a rigid structure. All equipment being used must be listed on a tool-inventory list to ensure nothing is left behind when securing. The tool-inventory list shall be maintained by the working-aloft petty officer in charge (POIC). Additionally, personnel working aloft shall not wear covers/hats.
- All personnel working aloft, including the safety observer, must be qualified in accordance with the working-aloft job-qualification requirement. No one shall be allowed to go aloft without an approved full-body safety harness, safety dynabrace, and working lanyard. Safety harnesses shall be secured to a rigid structure when going aloft.

Use a climber-sleeve assembly in conjunction with the safety harness when going aloft wherever a climber safety rail is installed (*also see pg. 30*).

- Personnel going aloft shall do so in **pairs**, and a safety observer will be used. The safety observer will be stationed at the base of the mast for groups going aloft on the main mast, and on the 010 and 1/2 level aft (flag-bag platform) for groups going aloft on the AN/SPS-49 radar tower. The safety observer shall be dressed out with all safety equipment required for going aloft. The safety observer also must establish communications with the combat systems maintenance center (CSMC) watch, via the X6J sound-powered phone circuit. He/she shall be positioned so personnel aloft may be visually observed at all times.
- Should communications be lost between the safety observer and the CSMC watch, the safety observer shall instruct all personnel aloft to descend until communications are restored.
- The POIC will be the **second** person aloft and shall ensure the **first** person in the work detail has properly secured required antenna-rotation safety switches in the "stow/off" position as they ascend.
- Upon completion of work aloft, the POIC for each work detail shall ensure no equipment or tools are left behind. The last POIC descending the mast shall ensure all antenna safety-cutout switches are returned to their normal operating position, ensure all antennas are free from obstruction, and conduct a FOD walkdown of the entire mast.
- The last POIC coming down the mast will direct the safety observer to report to CSMC (via the X6J circuit) that all personnel/equipment have been properly secured from working aloft before requesting to secure communications. 